

NATIONAL PHOTOGRAPHIC INTERPRETATION CENTER



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basic imagery interpretation report

## **Wuzhusi (Wu-chu-ssu) Probable Aircraft Assembly Complex (S)**

**STRATEGIC WEAPONS INDUSTRIAL FACILITIES**

**BE: Various**

**CHINA**

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INSTALLATION OR ACTIVITY NAME					COUNTRY
Wuzhusi (Wu-chu-ssu) Probable Aircraft Assembly Complex					CH
UTM COORDINATES	GEOGRAPHIC COORDINATES	CATEGORY	BE NO.	COMIREX NO.	NIETB NO.
NA	See below	See below	See below	See below	See below
MAP REFERENCE					
SAC. USATC, Series 200, Sheet 0384-19, scale 1:200,000					
				NEGATION DATE (if required)	
				NA	
Installation Name		Geographic Coordinates			
Paucheng (Pau-cheng) Fabrication/Assembly Plant		33-15-00N 107-09-20E			
Wuzhusi (Wu-chu-ssu) Airfield		33-08-04N 107-12-22E			

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### ABSTRACT

1. (TSR) This report provides the initial identification of a new aircraft production/assembly complex in Shanxi (Shan-hsi) Province of China. The complex consists of three installations within a 10-nautical-mile (nm) radius of Wuzhusi (Wu-chu-ssu) which can be associated with the aircraft production industry. The Wuzhusi Probable Aircraft Assembly Complex consists of the Paucheng (Pau-cheng) Fabrication/Assembly Plant and the Wuzhusi Airfield which contains Wuzhusi Probable Aircraft Assembly/Hangar Area. Although no aircraft or aircraft components have been observed within the assembly areas, the large size of the probable aircraft assembly hangar within the Wuzhusi Probable Aircraft Assembly/Hangar Area indicates that transport or possibly bomber-type aircraft will be produced there.

2. (TSR) The Wuzhusi Airfield was operational when first observed on imagery in May 1967. Construction of the Paucheng Fabrication/Assembly Plant, first observed in November 1970, was nearly complete. This plant now has 110,466 square meters of available floorspace and approximately 1,190 square meters still under construction. Construction of the Wuzhusi Probable Aircraft Assembly/Hangar Area was first observed in December 1972. This area was near external completion and has 76,820 square meters of available floorspace.

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3. (S) This report includes a location map, five annotated photographs, and two tables of mensural data.

### INTRODUCTION

4. Following the ideological break with the Soviet Union in the early 1960s and the subsequent loss of technical assistance, the Third Ministry of Machine Building Industry, the organization responsible for planning all phases of aviation industry in China, had to reassess future development and production programs. As part of the Third Line Defense Industry's strategy, adjustments had to be made for the probability of a hostile neighbor at China's borders. Building additional parts plants in remote, mountainous areas of the interior was considered by the Third Line Defense Industry in order to increase the survivability of the industry in the event of war. These plants would be less vulnerable to hostile attack. The Wuzhusi Probable Aircraft Assembly Complex was probably established as part of the Third Line Defense Industry.

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5. (TSR) The Wuzhusi Probable Aircraft Assembly Complex is in Shanxi Province in central China. This area provides both the desirable terrain features and the distance from possible Soviet strike forces required by the Third Line Defense Industry's concept. The complex is at least 500 nautical miles (nm) from the nearest Soviet border in Mongolia.

6. (TSR) Although construction of production facilities within the Wuzhusi Probable Aircraft Assembly Complex was initiated in late 1970 and was nearly complete as of June 1979, it is doubtful that aircraft parts or components have been produced there.

### BASIC DESCRIPTION

7. (TSR) The Wuzhusi Probable Aircraft Assembly Complex is on the northern edge of the Hanzhung (Han-chung) basin and borders the foothills of the Qinling (Tain-ling-shan) mountain range (Figure 1). The complex consists of three installations within a 10-nm radius of the town of Wuzhusi, and integral features associated with the aircraft production industry have been identified at these installations. The first installation is Wuzhusi Airfield, a combined civil/military airfield, which currently serves CUB and COOT transport aircraft. A second installation, the Wuzhusi Probable Aircraft Assembly/Hangar Area, is about 1 nm north of the Wuzhusi Airfield and contains a large hangar and several major shop/support buildings. The hangar is large enough to accommodate several large transport or bomber aircraft and will probably be used for final aircraft assembly. The third installation, the Paucheng Fabrication/Assembly Plant, is at the foothills of the mountain range and is approximately 9 nm north of Wuzhusi Airfield.

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8. (TSR) The three installations identified as the Wuzhusi Probable Aircraft Assembly Complex are interconnected by road and rail (Figure 2). A newly constructed rail spur extends north from the main east/west rail line, passes just east of the assembly/hangar area, and terminates inside the finished-material storage building (item 28, Figure 3 and Table 1) at the fabrication/assembly plant. A concrete taxiway interconnects the assembly/hangar area and the airfield.

### Fabrication/Assembly Plant

9. (TSR) Paucheng Fabrication/Assembly Plant contains 35 major buildings and a housing/support area. The major buildings include a large, multibay shop complex (item 23, Figure 3), four large shop buildings (items 13, 18, 22, and 31), and a rail-served finished-materials storage building (item 28). Two buildings, the interconnected multibay shop complex and the finished-materials storage building, contain over 36 percent of the plant floorspace. The shop complex will probably be the focal point for the manufacture and assembly of component parts. The construction features of the rail-served, long-bay finished-materials storage building indicated that adequate storage space for even large fuselage sections was provided. The rail spur extends into the larger of the two parallel bays which comprise the storage building. Component parts could be delivered by rail from the finished-materials storage building to an overhead crane adjacent to the large assembly hangar in the Wuzhusi Probable Aircraft Assembly/Hangar Area.

10. (TSR) The housing/support area for the fabrication/assembly plant is adjacent to and northeast of the main fabrication/assembly area of the plant. The housing/support area consists of an administration area, at least 38 multistory apartment buildings, recreation facilities, and a vehicle support facility.

11. (TSR) The functional distribution of floorspace at the Paucheng Fabrication/Assembly Plant is as follows:

#### Function

Production/shop  
Engineering/administration  
Warehouse/storage  
Support/utility  
Total  
Buildings under construction

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### Probable Aircraft Assembly/Hangar Area

12. (TSR) The probable aircraft assembly/hangar area contains 21 major structures. The principal building in this new area is a large, long hangar (item 18, Figure 4 and Table 2) which was externally complete in June 1979. The long hangar bay [ ] has sliding doors on both ends. These doors open to [ ] height of 15.0 meters. The interior of the bay is large enough to provide space for the two-row aircraft assembly of large transport or bomber aircraft. Three large engineering/shop buildings with engineering and shop sections attached (items 15, 17, and 19) and a shop building (item 20) are just north of the hangar.

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13. (TSR) A dual-rail overhead crane was under construction at the new rail spur at the east end of the assembly/hangar area (Figure 5). When complete, the crane will extend over a loading platform and a secondary rail spur which will serve the probable assembly/hangar area. A looped road has been constructed to transfer materials from the loading platform to the assembly/hangar and shop areas. The probable assembly/hangar area contains [ ] of available floorspace.

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14. (TSR) A housing/support area is about 1.5 nm west of the assembly/hangar area. This housing/support area contains 16 multistory apartment buildings, and ground has been cleared for the possible construction of five additional apartment buildings.

### Wuzhusi Airfield

15. (TSR) Wuzhusi Airfield is a major transport aircraft base in the Lanchou Air District (Figure 6). The airfield contains a 46- by 3.515-meter, east-northeast/west-southwest concrete runway; a parallel taxiway/parking apron; three crossover links; and two end-connecting links. Operational and general support facilities at the airfield are adequate to support additional aircraft. The runway has continually been used by COOT and CUB transport aircraft and probably could support most transport-type aircraft.

### Construction Chronology

16. (TSR) The Wuzhusi Airfield was essentially complete when first observed on imagery in May 1967. Additional parking facilities and parking ramp refueling stations had been installed at the airfield by September 1969.

17. (TSR) Construction at the Paucheng Fabrication/Assembly Plant, the new assembly/hangar area, and the rail spur connecting the two facilities apparently are scheduled for completion within the same timeframe.

18. (TSR) The following is a chronological review of construction from [ ]

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[ ]

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19. (TSR) [ ] initial grading was observed at the site of the Paucheng Fabrication/Assembly Plant.

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20. (TSR) [ ] several major buildings at the Paucheng Fabrication/Assembly Plant were observed in an initial stage of construction. Construction was started on the roadbeds and rail track at the southern end of the new rail spur.

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21. (TSR) [ ] initial grading and site preparation were observed in the vicinity of the new assembly/hangar area.

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22. (TSR) [ ] construction was started on the major buildings in the new assembly/hangar area. Construction continued in a northerly direction on the new rail spur.

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23. (TSR) [ ] most major buildings in the Paucheng Fabrication/Assembly Plant were nearly externally complete; however, none appeared to be operational. The housing/support and housing areas for the plant were either complete or nearly complete. The new rail spur was complete from the main east/west rail line to a point approximately 500 meters south of the finished-materials storage building (item 28, Figure 2). The large hangar and most major buildings in the assembly/hangar area were nearly externally complete.

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24. (TSR) In the assembly/hangar area, a prefabricated, concrete block apron had been observed under construction [ ] on the west side of the assembly/hangar building. Trenches for underground utilities were observed adjacent to most buildings.

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25. (TSR) In the fabrication/assembly plant area, the rail spur had been extended to the coal storage area [ ] A large quantity of coal had been offloaded in the storage area. A concrete road network was nearly complete within the plant and housing/support areas.

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26. (TSR) [ ] the rail spur had been completed; it now extends from the main east/west rail line and terminates in the finished-materials storage building. A secondary spur (Figure 5) was under construction adjacent to the loading platform in the assembly/hangar area. A looped road was under construction connecting the rail-served loading platform and the assembly/hangar and shop areas.

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### Imagery Analyst's Comments

27. [ ] The concurrent construction of elements of the Wuzhusi Probable Aircraft Assembly Complex and the relatively isolated area of Paucheng Fabrication/Assembly Plant appear to fit the Third Line Defense Industry's concept for aircraft production facilities as outlined by the Third Ministry of Machine Building.<sup>1</sup>

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28. (TSR) No aircraft or aircraft components have been seen at either the Paucheng Fabrication/Assembly Plant or in the new assembly/hangar area. However, judging from the size and length of the hangar doors, the Wuzhusi Probable Aircraft Assembly Complex will probably be used to assemble large transport aircraft or possibly be used as a secondary assembly area for the BADGER aircraft.

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29. (U) In articles in the open press, China has shown interest in purchasing the rights to build late-model western transport aircraft. A tentative agreement reportedly has been reached with McDonald-Douglas Aircraft Company of St. Louis, Missouri, to purchase at least five DC-9 Super 80s with a delivery date in 1981. Negotiations were also reported for the purchase of from 60 to 80 DC-9s to be assembled in China with the option in the future to obtain a license to manufacture fuselage and wing sections for these aircraft in China.

30. (TSR) In press reports, the congested Shanghai area has been suggested as the production/assembly center for future transport aircraft. However, the Wuzhusi Probable Aircraft Assembly Complex appears to conform more to the strategies of the Third Ministry and can be ready for operation by 1981. If China opts to purchase the production license for the Super 80 SF (short-field version of the DC-9), the Wuzhusi Probable Aircraft Assembly Complex could serve as the final assembly facility for this aircraft. The Wuzhusi Airfield could be used as the test and flyaway airfield for the complex without major alterations to the existing runway.

#### REFERENCES

[REDACTED]

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#### MAPS OR CHARTS

SAC. US Air Target Chart, Series 200, Sheet 0384-19, scale 1:200,000 (UNCLASSIFIED)

#### DOCUMENT

1. CIA. [REDACTED], SR 78-10188J, *China's Air Force: Evolution and Current Trends*, Dec 78 (TOP SECRET R [REDACTED])

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#### REQUIREMENT

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